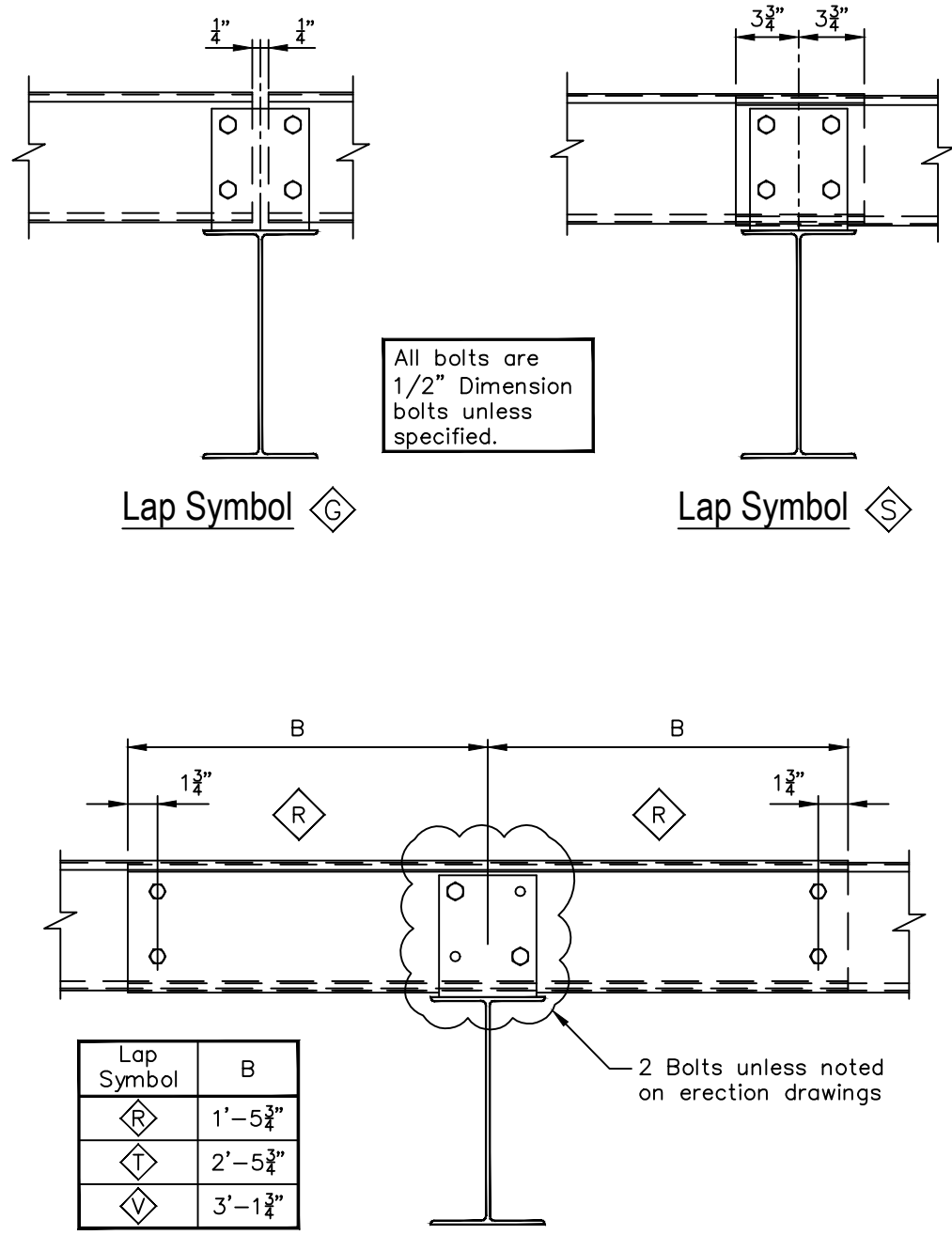


By-Pass Purlin and Girt Connections

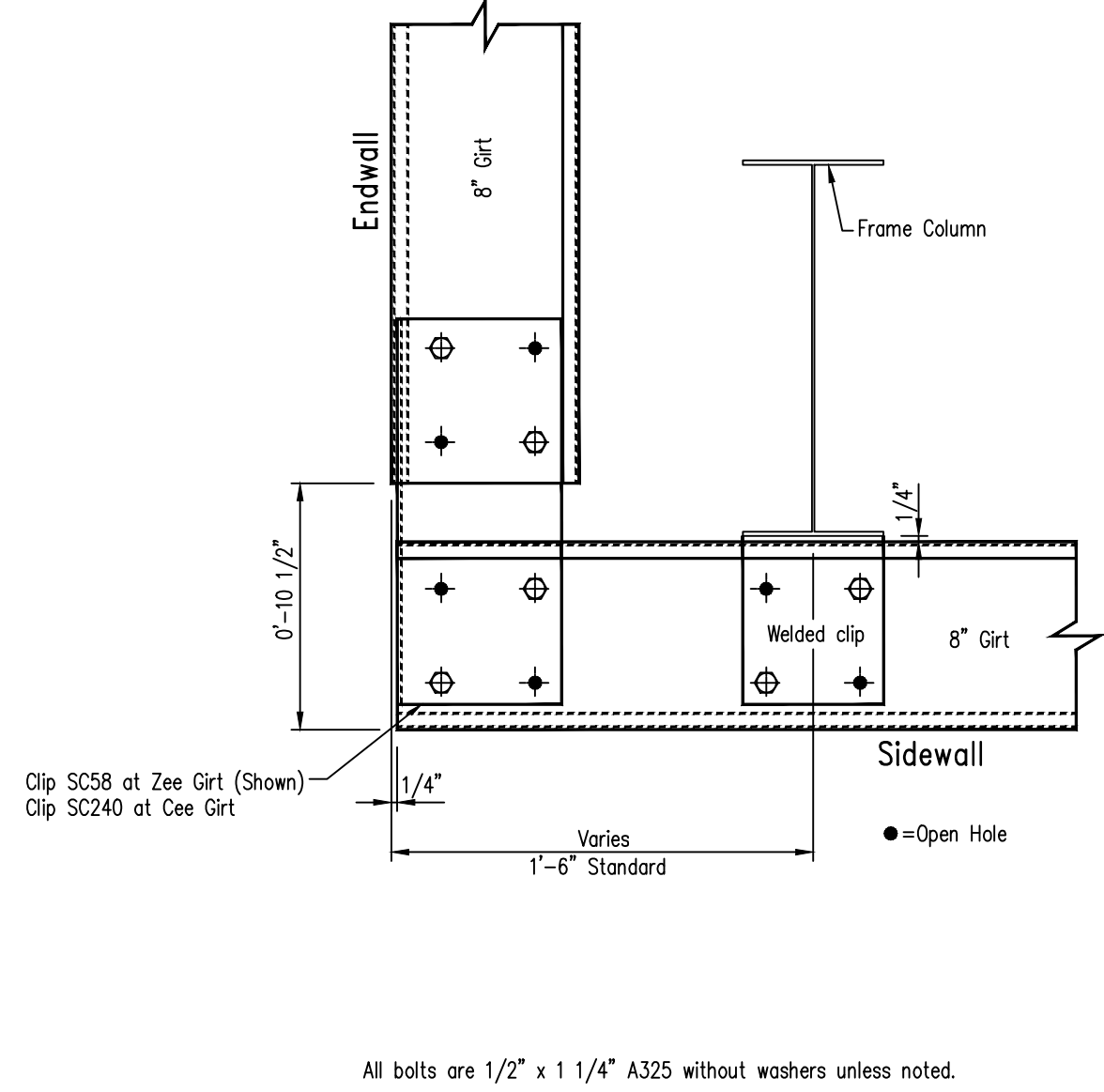
Page: CF01122
Date: Dec '10
Rev: 00



Lap Detail
By-Pass Purlin / Girt Lap Details

**Weld Clip Corner Detail - Variable Frame Set Back
8" Bypass Girt Sidewall - 8" Girt Endwall**

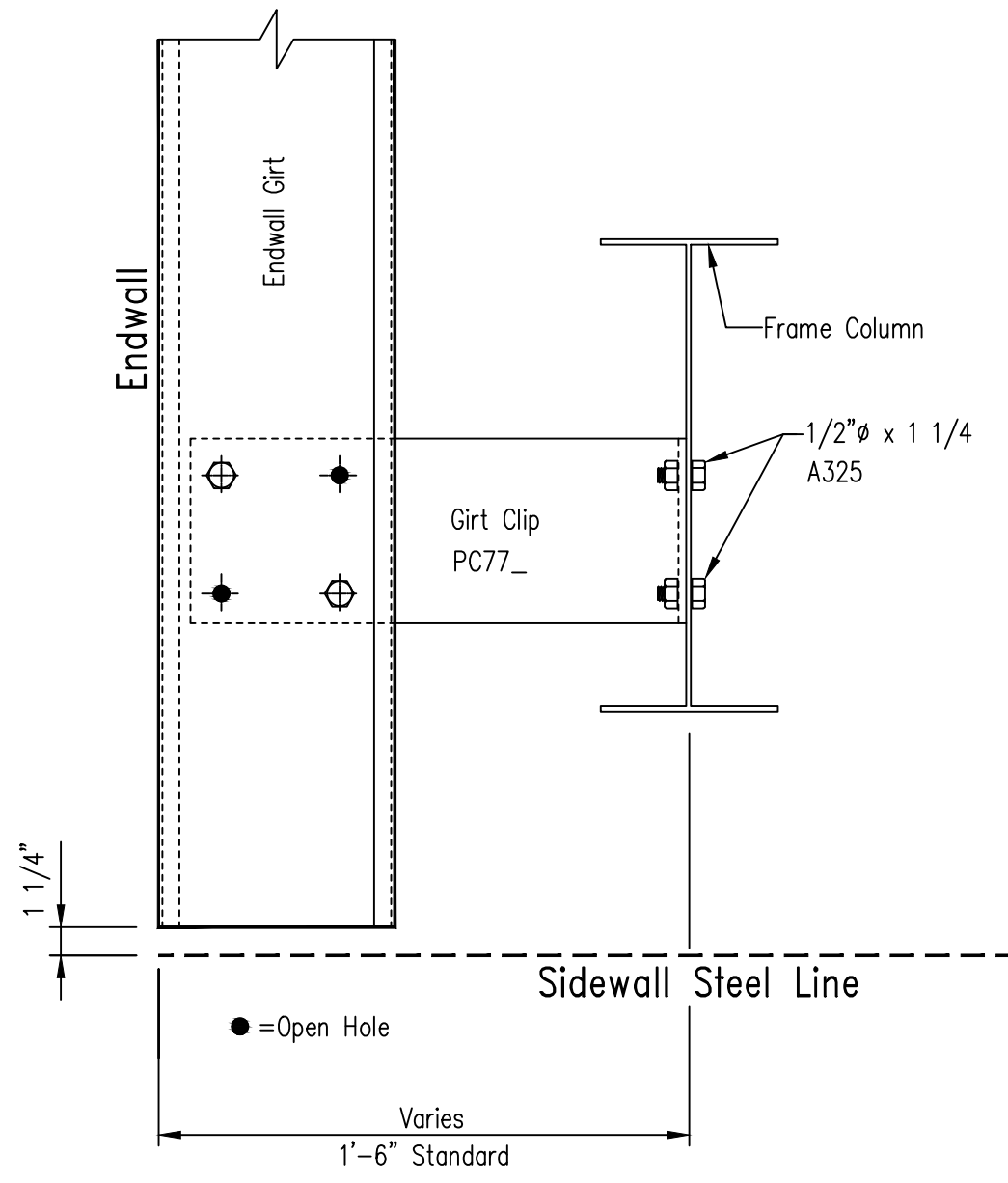
Page: EF03001
Date: Sep '12
Rev: 02



All bolts are 1/2" x 1 1/4" A325 without washers unless noted.

**Weld Clip Corner Detail - Variable Frame Set Back
No Girt Bypass Sidewall - Girt At Endwall**

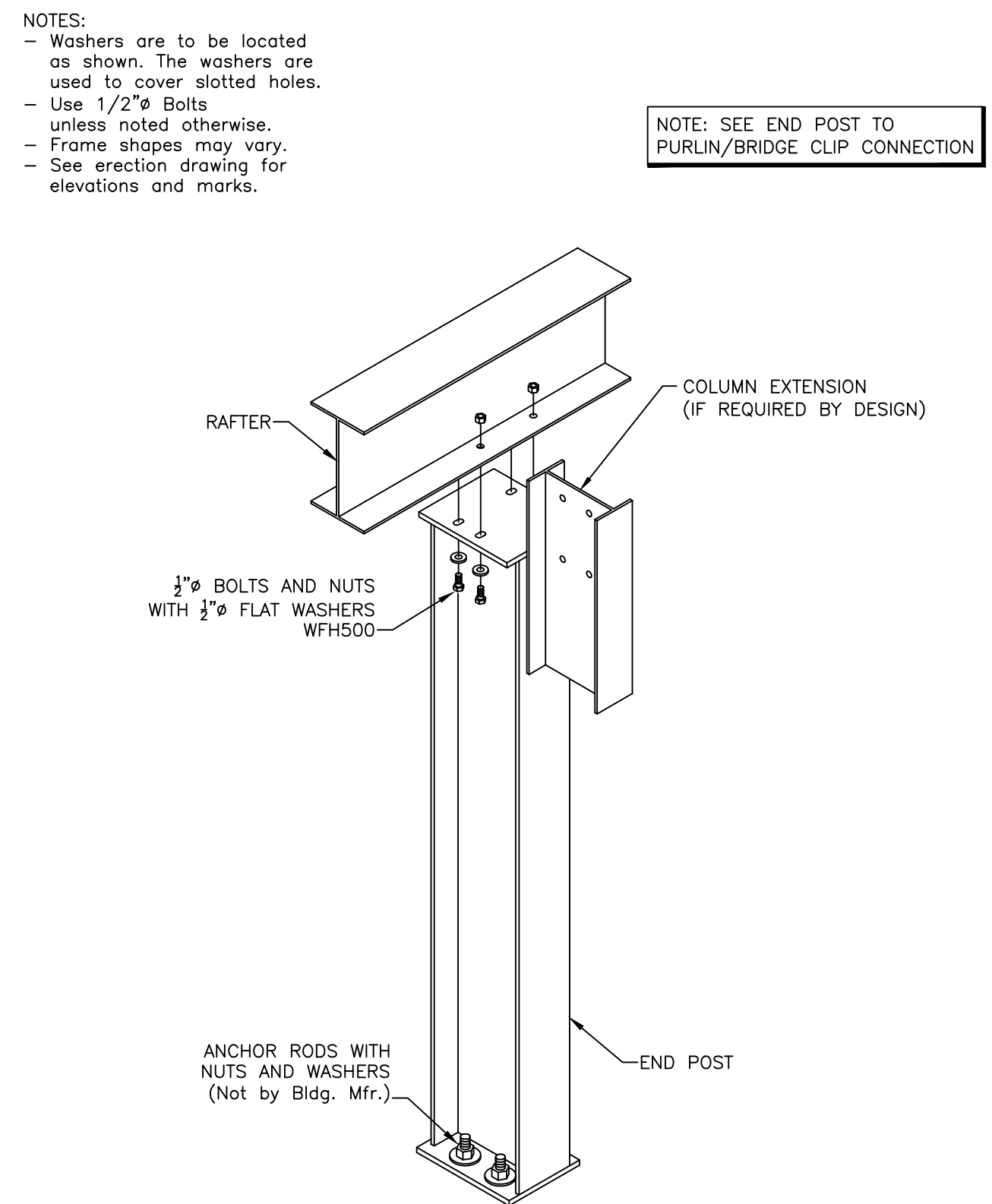
Page: EF03012
Date: May '11
Rev: 02



All bolts are 1/2" x 1 1/4" A325 without washers unless noted.

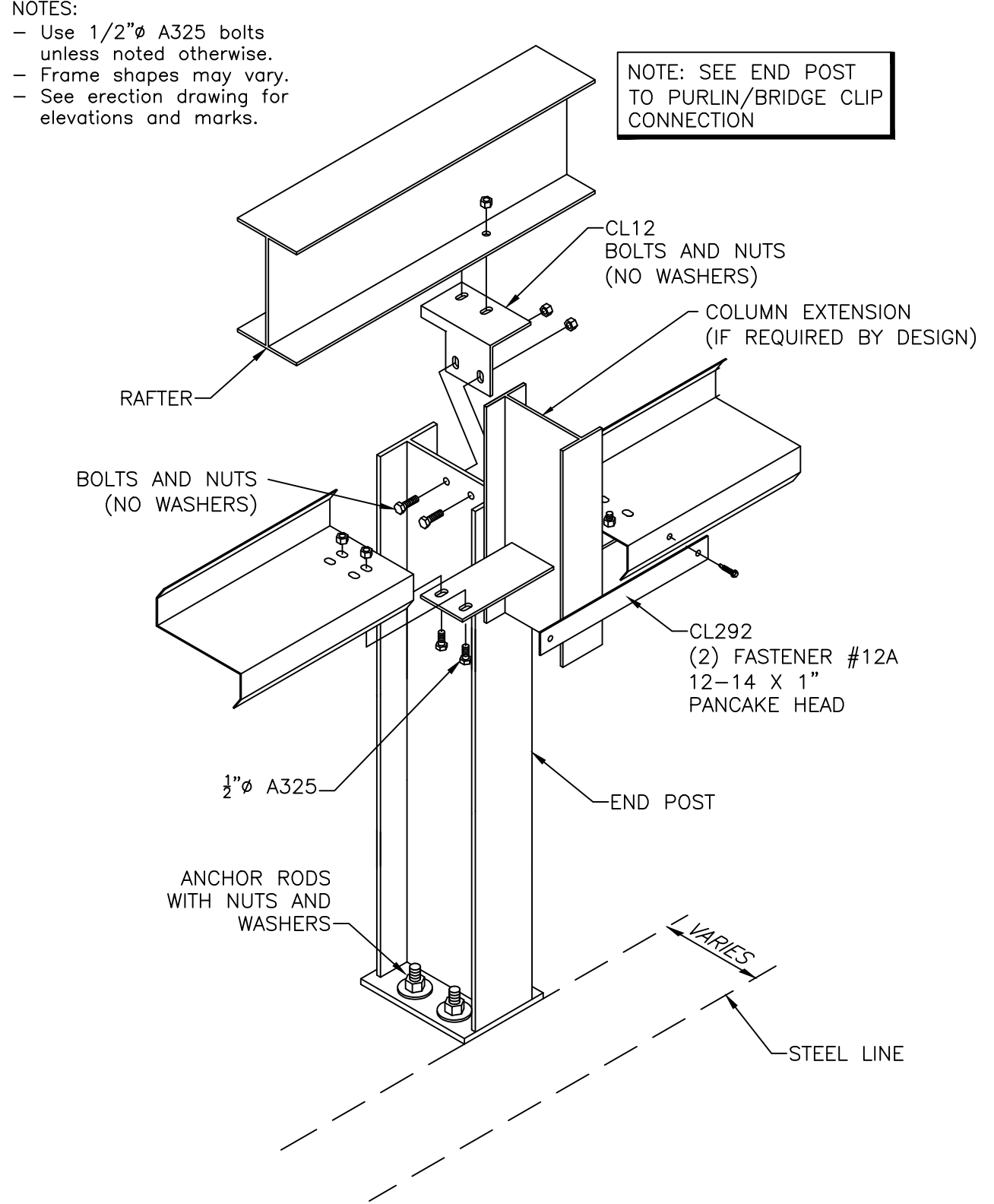
**Bearing Frame Endwall
Bypass without Girt - End Post not at Peak**

Page: EF07004
Date: Dec '12
Rev: 02



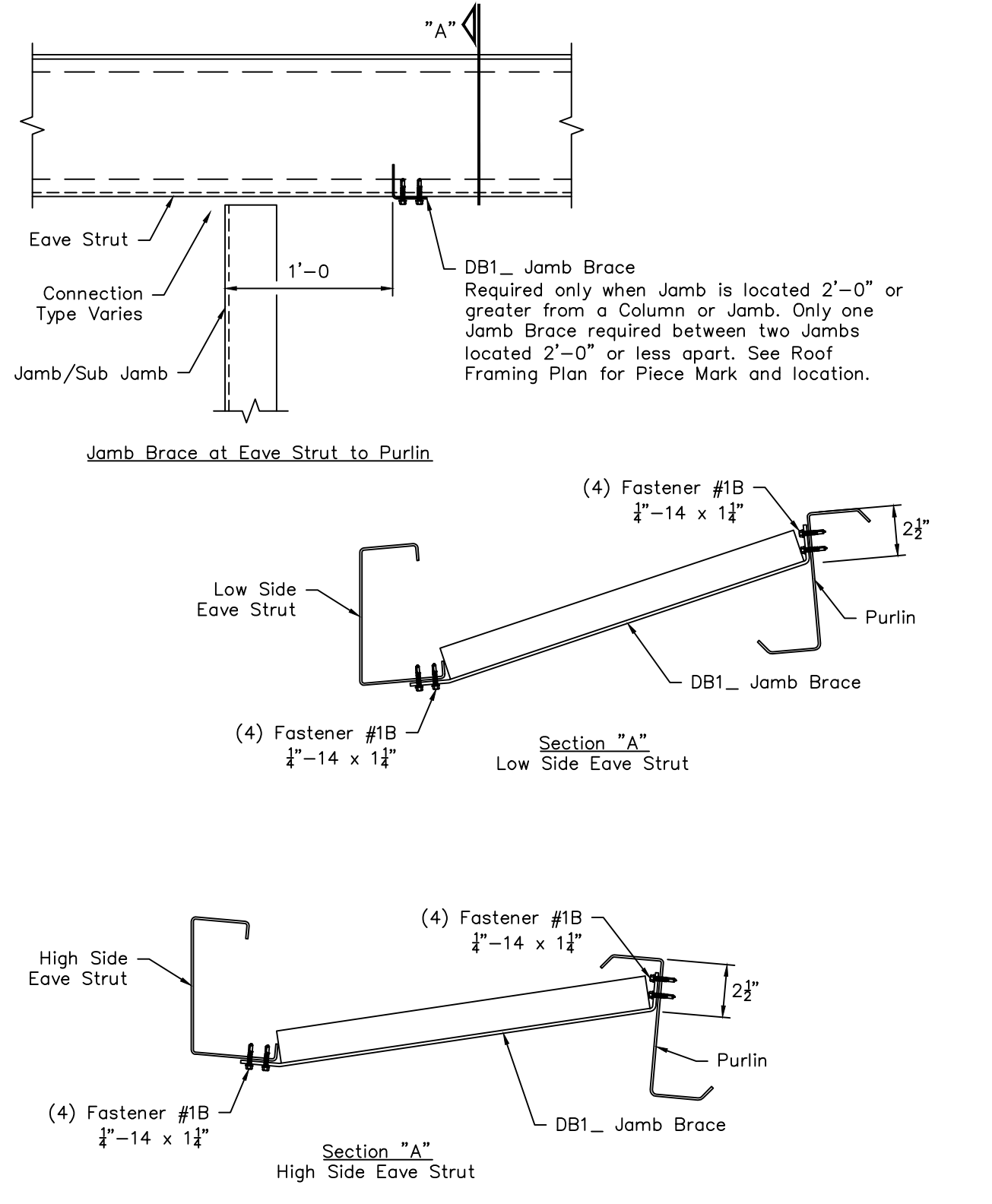
**Welded Clip End Frame Detail
Rigid End Frame With By-pass Girts - End Post Not At Peak**

Page: EF08101
Date: Dec '12
Rev: 02



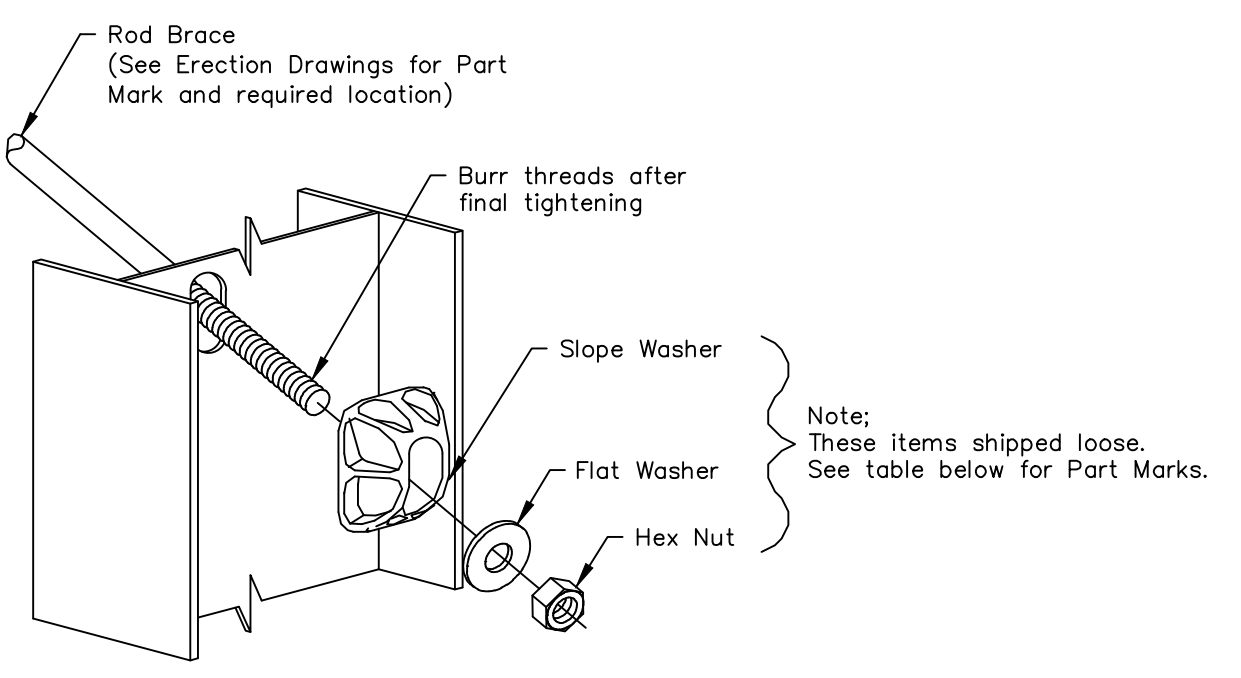
**Framed Opening
Jamb Brace at Eave Strut to Purlin**

Page: AC00910
Date: Jul '11
Rev: 00



**Rod Brace
Attachment at Web**

Page: PF04101
Date: Sep '12
Rev: 01

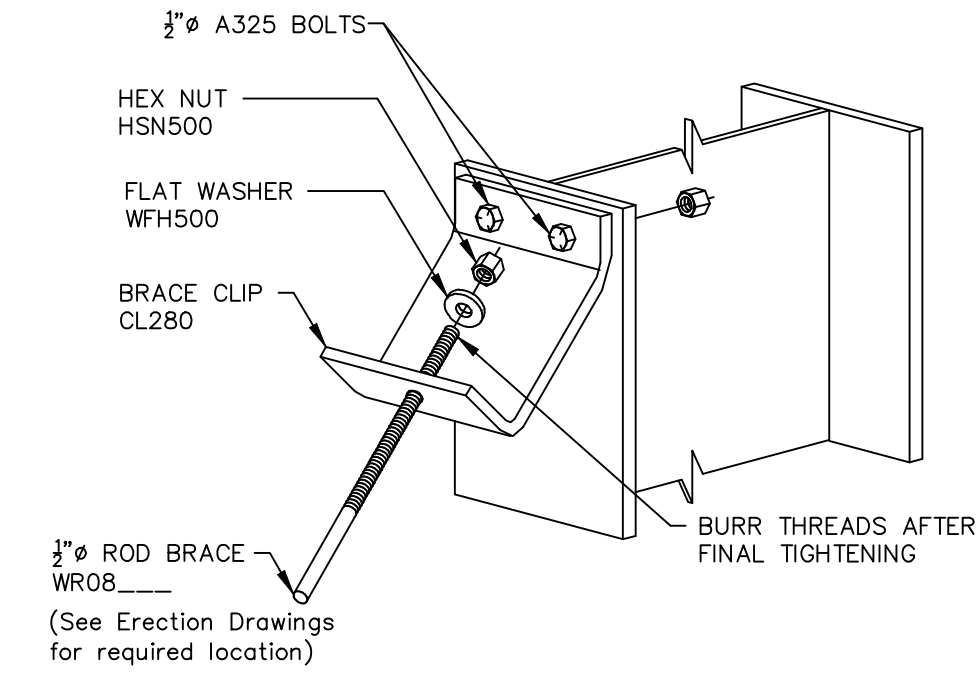


PART MARKS FOR ROD BRACE

ROD DIAMETER	ROD BRACE	SLOPE WASHER	FLAT WASHER	HEX NUT
1/2"	WR08	WS110	WFH500	HSN500
5/8"	WR10	WS110	WFH625	HSN625
3/4"	WR12	WS120	WFH750	HSN750
7/8"	WR14	WS120	WFH875	HSN875
1"	WR16	WS130	WFH1000	HSN1000

**Rod Brace
Attachment at Flange**

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Date: Nov '11
Rev: 00



Ferro Building Systems
103-18982 60th Avenue
Surrey, British Columbia, V5S 3M2
Phone # 604-530-3224 - Fax # 604-530-9851

Customer: FERRO BUILDING SYSTEMS LTD
FCMP STEEL BUILDING, INNISFAIL AB
C/O ROYAL CANADIAN MOUNTED POLICE
HIGHWAY 2, EXIT 365 EAST
INNISFAIL, AB T4G, T5B, CN
5600 11th Ave
REGINA, SK S4P 3J7, CN

Scale: NOT TO SCALE
Drawn by: RJA 2/28/13
Checked by: 2207 3/7/13
Project Engineer:
Job Number: 12-B-93855
Sheet Number: R5 of 12

The engineer whose seal appears hereon is an employee for the manufacturer for the materials described herein. Said seal or certification is limited to the products designed and manufactured by manufacturer only. The undersigned engineer is not the overall engineer of record for this project.

DR5T10 EN5T1B